

TANEY COUNTY REPUBLICAN

FRANK F. BAILY,
EDITOR AND PUBLISHER.

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Display advertising, ten cents per column
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issue. Rates on standing ads made known
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STATEMENT
of the ownership, management, etc., of
Taney County Republican, published week-
ly at Forsyth, Missouri, required by the act
of August 24, 1917.
Editor, Frank F. Baily, Forsyth, Mo.
Managing editor, same.
Business manager, same.
Publisher, same.
Owner, same.
Known bondholders, mortgagees, and other
security holders, A. L. Beeson, Union-
town, Pa.
FRANK F. BAILY,
Sworn to and subscribed before me this 21th
day of March, 1918.
[SEAL] J. P. McCONKEY,
Notary Public.
My commission expires Feb. 21, 1919.

POLITICAL ANNOUNCEMENTS.

[Advertisement]
For County Clerk.

We are authorized to announce the name
of Joseph R. Gideon as a candidate for the
Republican nomination for the office of
county clerk subject to the decision of the
voters of the county at the primary election
to be held on August 4, 1918.

For Collector.

We are authorized to announce the name
of James W. Reese as a candidate for re-
nomination to the office of County Collector,
subject to the decision of the Republican
voters of the county at the primary election
on August 4, 1918.

For Recorder of Deeds.

We are authorized to announce the name
of U. G. Johnson as a candidate for re-
nomination to the office of Recorder of
Deeds, subject to the decision of the re-
publican voters of the county at the primary
election on August 4, 1918.

RILL.

(Too late for last week.)

Rev. Henry Teeters, of Bolivar Mo.
who was expected to be here last Sun-
day to preach at the school house was
not able to come on account of sick-
ness. As he has other appointments
near home he will probably not come
here before the fourth Sunday of next
month.

Jim McCoy has his saw mill in op-
eration on the Stoner land. The timber
has been bought by Tom Harris o
Chadwick who is having it sawed into
ties.

Claud Walker has moved to the old
McCoy place in Gravelly Hollow.

Mrs. Jesse Slaughter's niece, Miss
Phelps, who came here about two
months ago for her health, died at Mr.
Slaughter's home Monday of last week.
The remains were taken to Liberty
Mo., for burial. Miss Phelps who was
39 years old was a very highly edu-
cated lady had taught in some of the
largest schools in the country. She
was stricken with consumption about
four years ago and had been an invalid
ever since.

Mrs. John Morgan has been very
sick for the past week. She was just
recovering from a five week's siege of
typhoid fever when she was taken with
the measles. Dr. Vandeventer, of
Garrison has been in attendance.

Things look very bare in Chadwick
since Mr. Bard's fire. We are glad to
learn that Mr. Bard contemplates
building again as soon as the fire loss
is adjusted.

TANEYVILLE.

Plenty of rain to make the grass
grow.

W. M. Hunter has been and is yet
on the sick list, but is some better at
present.

Matt Huffman is the proud father of
a big boy, born last Saturday. And
you ought to see Grandpa Johnson's
smile.

Miss May Beall, Bertha Ray and
Ettie Jones, student's at the School of
the Ozarks, took walker's hack and
came to Taneyville Sunday in the rain.
They looked like a bunch of drabbed
ducks when they fell in at Mrs. Jones'
to get their feathers dried.

Tom Poage of Garrison was wearing
our streets out Monday.

J. L. Morrow made a business trip
to Forsyth Monday.

Miss Ruth Beall and her sister came
in from Kansas, where Ruth has been
on a visit for some time.

Most of the people have made more
or less garden. Some of it is up and
looking fine.

The peach and plum trees are in
bloom. If nothing happens yet there
will be a large crop.

ark was on our streets

GARBER.

A lot of real wet rain has been fall-
ing the past few days, highly flavored
with thunder and lightning.

The lightning struck the telephone
wires Monday night and burnt out sev-
eral small connecting wires, besides
several feet of main line wire, so there
had to be considerable repairing Mon-
day morning before visiting by wire
could begin.

Lester Vining went to Aurora last
week and closed a deal with G. H.
Boraker for forty acres of land near
Garber, where Mr. Vining will make
his home.

J. W. Vining went to Aurora Sat-
urday evening and visited his sister, re-
turning Sunday.

Mrs. Ella Cantwell went to Reeds
Springs Monday evening to visit her
mother, who has been sick so long but
is slowly recovering.

Mrs. Elizabeth Vining returned last
week from Aurora, where she has been
staying with her sick daughter, Mrs.
Boraker.

Jim Birmingham returned from Webb
City Sunday so full of whiskey that in-
stead of getting off in the usual way he
fell off on the side opposite the plat-
form, landing a deep rock ditch. He
was carried into the depot unconscious,
with his head badly cut and one arm
cut and bleeding. After being revived
he was taken to the home of his moth-
er-in-law to recover. The wonder is
that he was not killed, getting such a
high fall and alighting on his head
among the rocks. Moral: Don't get
full till you get home—then forget it.

E. A. Drum delivered a fine lot of
Angora goats to Thomas Walden last
week and returned to Branson Sunday
morning. We would like to see such
men as Mr. Drum stay with us, and
he thinks he may come back and in-
vest in some land.

Conrad Friedrich, of the painting
department, is sidetracked with his two
cars in Garber, and with a gang of men
is painting the steel bridge that spans
Roark creek.

The aged father of J. C. Moody came
Garber Saturday from Joplin and was
met by his son and taken to his home
near Marble Cave.

W. H. Lynch, after a few days
illness, was able to come to Garber
Saturday to meet his daughter, Miss
Miriam, as she returned from her teach-
ing at Branson.

It seems from recent reports that
some of those Mexican toughs can get
mad enough to hurt each other at last,
and the time of watchful waiting to see
something doing has come—may be.

School notices are up calling atten-
tion to the annual election of directors
and for five hundred dollars bonds to
improve the school house and grounds,
that all should be interested in for
the good of the children.

Passenger train No. 209 went south
one day last week and one day this
week on time, making about three
times in seven years this has happened.

Demand Plea Of Guilt.

The calm assurance with which the
present Congress is asked to admit
that a preceding Congress and the
president of the United States willfully
after due warning acted dishonorably
in violating a solemn compact between
this country and Great Britain is one
of the amazing features of the pro-
posed repeal of exemption of canal
tolls on coastwise shipping. But none
of the advocates of such a plea of guilt
have gone further than Joseph Wingate
Folk, who said in an interview at St.
Louis, "As every student of interna-
tional law knows the phrase 'all nations'
when used in a treaty, applies to the
makers of the treaty as well as others."
The fact that "all nations" was qual-
ified by the expression, observing these
rules is deemed immaterial by Mr.
Folk.

Richard Olney has some little rep-
utation as a student of international law.
He has argued with force that the
makers of the rules for the operation
of the Panama Canal, built at cost of
the United States and maintained by it
in a strip of territory owned by it is not
included in "all nations". Hannis Tay-
lor, who has devoted some attention to
international law, takes the same view.
Secretary Knox, who had some skill
as a lawyer, so contended Senator
Davis, chairman of the Senate Com-
mittee on Foreign Relations, which re-
ported the Hay-Pauncefote treaty,
held the same view, according to Sen-
ators Perkins and Dodge. Senator
Davis was a recognized authority on
international law. Senator Lodge who
helped formulate the treaty and pre-
sented it to the Senate, did not con-
sider the United States included in
"all nations" although he has stead-
fastly opposed tolls exemptions on eco-
nomic grounds. Justice Seabury of
New York argued persuasively before
the great mass meeting in Carnegie

Hall that the United States was not in-
cluded in "all nations." The Lon-
don Law Review has contained articles
by great English lawyers contending
that the exemption of canal tolls is not
a violation of the treaty.

In fact Senator Root is about the only
man of distinction who has upheld the
British contention, and it is a singular
fact that he permitted the negotiation
as secretary of state, of a treaty with
Colombia that did not agree with his
present interpretation. Mr. Anderson,
the former counselor to the State De-
partment, took a different view. Sen-
ator Cummins, who enjoyed the largest
law practice in Iowa when he entered
politics, upholds the right of exemp-
tions under the treaty. George C.
Butte of Berlin has written a mono-
graph upholding the American inter-
pretation, which has been quoted with
approval by Hannis Taylor. Edward
S. Cox Sinclair and C. A. Hershoff
Bartlette are English lawyers who up-
hold the right of exemption. Instead
of dealing in generalities Mr. Folk
should give the names of some great
students of international law besides
himself who do accept the view in-
sisted upon by the Canadian railways
and the British Government.—Globe
Democrat.

CAN THE WORLD BE CONVERTED?

How Good Must a Christian be to Go
to Heaven.



Mr. J. P. MacPherson, of New York
City, has been engaged to speak next
Sunday, April 5, at 2 o'clock, in the
chapel at Taneyville. By special re-
quest, his topic will be "Not Good
Enough for Heaven and Too Good
for Hell."

This topic reminds one of the re-
ported action of the Philadelphia au-
thorities in constructing a municipal
swimming pool and forgetting to make
any provision for getting water into it;
and the case of the great sculptor who
made a huge equestrian statue in his
attic studio only to find when it was
finished that it was too big to be
gotten out.

Mr. MacPherson holds that the Bible
has made no such miscalculations. In
his lecture he promises to give a rea-
sonable, satisfactory Bible solution of
the proposition, "Too Good for Hell
and Not Good Enough for Heaven."
The lecture is free. No charge or
collection of any kind will be made.
All are cordially invited. All expenses
have been provided for by voluntary
contributions.

An Arkansas Prospect.

With the passing of unfavorable
weather will begin active work on the
Richey lead and zinc mine of J.
S. Whitaker, four miles southeast of
Lead Hill Ark., and the shaft on this
property which is now 28 feet deep
will be carried on down to the ore
runs, which begin 14 feet lower.

This property has shown perhaps the
most wonderful record in the history of
this section in the drill workings of
fifteen holes. Of the deepest of these
holes, which was put down to a depth
of 216 feet a short time ago, 74 feet
were in lead and zinc, beginning with
a small run near the surface, two other
runs of zinc below, before a 20 foot
showing of lead ore was encountered.
The drill when stopped was again in
zinc ore. Thirteen of the other holes
of varying depths, none less than 100
feet, showed zinc ore in what is be-
lieved to be a paying quantity in each
hole. The fifteenth hole showed some
ore, but was not as rich as the others.
It was drilled in a very unfavorable
place and would show ore, it is thought
if carried further down.

The Richey land covers 120 acres
and the drill holes have been put down
in different places of the tract, proving
the entire body. Canadian and English
men will buy or lease the property if
the shaft in which Mr. Whitaker is
now working proves the three or four
laces of ore indicated by the drill re-
cords. There is sufficient showing on
the land, miners say, for fifteen con-
centrating plants.—Joplin Globe.

BOOMING BETTER ROADS.

We should have another de-
claration of independence and de-
clare ourselves independent of
American mud.

Ignorance never initiated any
good movement, and its twin
sister, prejudice, has retarded
many.

The tax we bear for bad roads
is infinitely higher than that we
would pay for good roads.

It is astonishing what burdens
we will bear when we bear them
ignorantly. Let the light in on
the mud tax.

Politics is supposed to be the
science of government, but in
some states it is trying to steal
the road funds.

National highways and good
roads everywhere—if you don't
get them it is your own fault.

We need uniform road legis-
lation, construction and mainte-
nance.

TO EXHIBIT ROAD MODELS.

Collection to Be on View at Panama-
Pacific Exposition.

Arrangements are to be made by the
United States department of agricul-
ture, through Logan Waller Page, di-
rector of the office of public roads, to
place on exhibition at the Panama-Pa-
cific exposition in 1915 the greatest
collection of road models ever display-
ed in any part of the world. The models
will furnish exact duplicates of the
old Roman roads, French roads and all
of the various types of modern roads,
together with miniature models of road
machinery operated by electricity.

The office of public roads made an
exhibit of road models for the first
time at the Alaska-Yukon-Pacific ex-
position. The aim was to put on view
such striking examples in miniature
of road models that visitors would not
only appreciate the beneficent effects
of improved highways, but would, at
the same time, be able to understand
the methods of their construction.

Since the Alaska-Yukon-Pacific ex-
position closed, the exhibit has been
displayed at numerous other ex-
positions and fairs in many parts of the
country and in South America and Eu-
rope. In the meantime, the collection
has been greatly augmented until ev-
ery single type of road is now repre-
sented and every known device used
in the making of roads has been re-
produced in miniature.

The models have also been displayed
on road trains at all important places
along the route of the Pennsylvania
railroad in the state of Pennsylvania,
the entire system of the Southern rail-
way, the Frisco lines, the Atlantic
Coast line and the Nashville, Chatta-
nooga and St. Louis railway.

As a result of the instruction furnish-
ed by these road models many farmers
have joined forces to improve their
own highways, and the road building
movement has had a great impetus.
When application for expert advice
concerning any special road problem
is made to the department the office
of public roads furnishes it without ex-
acting any fees.

DETAILS OF ROAD MAKING.

Construction, Maintenance and Water-
ways Are Difficult Problems.

"Of all the factors which go to make
up the perfect macadam road," says
Logan Waller Page, "there is un-
doubtedly none more potent than that
of the suitability of the material which
enters its construction. There are two
ways in which the engineer may avail
himself of the information necessary
to a proper selection of road ma-
terial. The first and only certain one
is to make an actual service test on
the material under observation and
under the same conditions of traffic
and climate to which the proposed
road will be subjected. The second
method is by means of short time la-
boratory tests to approximate as near-
ly as possible the destructive agencies
to which the material will be subject-
ed on the road."

A properly designed waterway struc-
ture should fulfill the following re-
quirements:
Waterway sufficient to carry off
promptly the water coming to it; prop-
er foundations to bear the loads, resist
undermining and give long service;
superstructure designed to bear for a
long period of years any load which
may legally be imposed upon it, and
so constructed as to serve the comfort
and convenience of travel and economy
of maintenance.

FLAGS FOR ROAD PATROL.

European Plan Adopted to Keep High-
way Repairs at Work.

Eight hundred white flags inscribed
"S. H. D. Patrol" are flying on the
highways of New York state, marking
the places where the men engaged in
repairing roads are at work, according
to a plan of Commissioner of High-
ways John N. Carlisle. Many com-
plaints have been made regarding the
failure of patrolmen to care properly
for the highways, and under the new
plan Commissioner Carlisle hopes to
make the patrol service more effective.
The flag system has been adopted
from the European countries, where
the maintenance of highways has be-
come more of an exact science than it
is in America. The display of the little
white flags along the highways abroad
has had the effect, Commissioner Carl-
isle says, of making patrolmen more
efficient, as the failure on the part of
the citizens of those countries to see
the flags usually is reported to head-
quarters.

A Mistake.

"I didn't know you had malaria
here," said the visitor.
"We haven't," replied Farmer Cor-
tossel.
"But I saw a man down the road
with chills and fever."
"That wasn't malaria. What you
saw was St. Simian shudderin' at the
thought of what his wife was goin' to
say to him when he got home."—Wash-
ington Star.

Announcement

WE WISH TO ANNOUNCE that we have
purchased the stock and business formerly
conducted at Forsyth by John E. Felkins and re-
spectfully solicit a continuance of the patronage given
to the store. We shall endeavor by every means in
our power to merit the continuance of your custom,
and if square dealing, honest goods and fair prices
will do it, to increase that business. Come in when-
ever you are in town, bring in your produce and we
will give you the top price for it. Come to this store
for your groceries, meats and provisions and we will
guarantee your satisfaction. You will find that our
goods and prices will compare favorably with those
of the same grade shown anywhere else.

JAMES BROTHERS,
Successors to J. E. Felkins,
FORSYTH, - - - MISSOURI.

The Market Letter.

Kansas City, Mo., March 30.—Cat-
tle receipts here last week originated
over widespread territory, Montana,
Utah, and Arizona contributing,
besides delegations from intermediate
states and nearby territory. But with
all this dragging of the supply hor-
izon, total receipts at Kansas City fell
off more than 5000 head, from same
week last year about 25 per cent.
Prices on steers declined 10 to 15
cents, and stockers and feeders lost as
much, but choice light steers and
heifers sold strong, and cows held
steady. The beef market is sick, ac-
cording to packers, and reports from
better supplied markets indicate a most
unsatisfactory state of trade. Chicago
denominating their cattle trade as suf-
fering "semi-paralysis." Supplies to-
day are fairly liberal at all points, 12-
000 head arriving here. Prices on
choice light steers and good heifers
are steady, but most of the cattle are
around 10 lower, some sales 15 off.
No prime natives are coming, good to
choice steers selling at \$8.50 to \$8.85,
bulk of steers \$7.75 to \$8.50; hay and
pulp fed western steers \$7.60 to \$8.40;
meal and cake fed quarantine cattle
\$7.00 to \$8.00, including six cars of
1040 lb. steers to-day at \$7.60 from
North Texas. Stockers and feeders
sell at \$6.75 to \$7.75, a few sales up
to \$8.15. Bulls and veal calves are
off half a dollar from a week ago and
stock calves are lower, though some
sold at \$8.40 to-day. Hogs met re-
verses the latter half of last week, but
with some signs of returning strength
Saturday. Receipts are running al-
most equal to last year, but weights
average 12 per cent lighter this year.
Sales are steady to 5 higher to-day,
\$8.90, bulk \$8.30 to \$8.55. Packers
are in need of material, but they use
every device possible to keep prices
down, including the heroic method of
staying out of the market. Without
genuine indifference, however, the
market cannot be kept down, and a
return to better prices is in the fore-
cast. Sheep and lambs have gotten
away from buyers, and advances of 15
to 40 cents have been made since last
Thursday. Lambs sold freely at \$8.25
to-day, ewes at \$6.00 to \$6.20, and a
big consignment of Texas muttons
sold quickly at \$6.40. Texas goats
\$4.50. Texas fed lambs, a new offer-
ing on the sheep house bill this year,
sold at \$7.85 Friday. Receipts are
13000 to-day, and will be fairly lib-
eral later this week, circumstances
that had no effect in preventing a
strong to 10 higher to day.

J. A. KICKART,
Market Correspondent.

Going to Build this Spring?

OUR stock of Dry Lumber, Lath, Shingles, Mould-
ings, Brick, Cement, Lime, Plaster, Doors, Win-
dows, Screens, Locks, Nails, Hardware, Ridge Roll,
Guttering, Spouting, Roofing, Porch Columns, Mill Work
Paints, Glass, In fact, everything in building material, is
in every way, equal to anything you will find in the larger
cities. Our prices are less than you will pay elsewhere, quality
considered. Ask us about materials for Silos.

BRANSON LUMBER COMPANY,
BRANSON, MISSOURI.

1883 **Chas. H. Groom,** 1913
Abstracter of Titles;
Forsyth, Missouri.
Have the Only Abstract Records to Taney County Lands. Attorney
and Notary in the Office.
Special Attention to Drawing Deeds and Mortgages, Taking Acknow-
ledgments, Depositions and Entering Protests.

No Loafing There.

Some years ago we lent a man nam-
ed Waters, a fine hustling sort of a fel-
low, to the Kansas Agricultural Col-
lege. They liked him so well that he
has never returned, except for a few
hours when he comes to visit a really
good state.

At the Warrensburg "Round up,"
Prof. Waters is said to have declared
that Missouri farmers were loafing on
the job; should get a move on and
grow what their land is really capable
of producing. This criticism was
probably well meant, for the speaker
was a Missourian, but after all are
Missouri farmers really "loafing," asks
an editorial in the Missouri Ruralist.

Let's have a look at the matter. The
year 1915 was a fairly average season,
and Missouri went up to fourth place
in total value of farm crops, Texas led
but Missouri, with one fourth as much
land area, produced approximately one
half as much crop value as Texas. Not
much loafing there. It takes hustling
to grow corn. The man who loafed will
not get many bushels to the acre.

In 1912 most of the corn growing
states had an equal show. Kansas
where Prof. Waters is now employed,
had out 7,575,000 acres of corn which
produced 174,225,000 bushels. Mis-
souri farmers cultivated 7,622,000 acres
of corn ground, and gathered 248,-
904,000 bushels. This gave Missouri
an average of 32 bushels an acre, and
the Kansas farmer had to be content
with 23 bushels to the acre. Who was
loafing Mr. Waters? The Missouri
farmer could have planted two million
acres less of corn and still had more
than his brother across the border.

Missouri farmers are not loafing. If
they are, a lot more must be in the
chronic class. But for all that we
could probably largely increase the
total value of the farm crops and very
soon catch up with the leaders, if every
man would try a little harder to get
a few more bushels on his average
yield. Missouri has wonderful fertility
of soil, and some counties are doing
more than their share in making a
showing the state can point to with
pride. Accusation of "loafing" may
apply to a few, but not Missouri as a
whole.